

est men may sometimes contemplate la-
ceny.

The Deutschland went from Bremen
out to sea at the height of the storm
June 14, went in the early morning as
matter-of-factly as a scow of bricks or
lumber from any New York pier slip
into the harbor and down to the
lower bay. Neither Bremen up the
river, nor Bremerhaven, gate to the
North Sea, sent bands to blow fare-
well or crowd to see her off.

Koenig will have it that the German
Government took no interest in their
departure and doubts if the Kaiser knew
anything about it. About those who
came around to tell the twenty-nine
men in the Deutschland that they were
attempting a plucky thing. They left
home, in short, with a little fuss and
any other trade boat would have caused
Koenig laid a course almost straight
north to Germany's North Sea Gibrat-
tor, Heligoland.

"Why did you do that?" he was asked.
"We knew that British warships were
somewhere about," he said, "and we
wanted to get out of Heligoland for some
time to fool them. There are always
spies that reveal the coming and going
of our ship and it was wise to mark
time a little while. In this case only we
knew, so far as I know, had our secret.
He was the American consul at Bremen,
William Thomas Fee, whose duty it was
to advise our men that they were to be
traded, naturally, but we could take no
chances.

His Men Full of "Pep."

"We hoisted pleasantly off Heligoland
under the shade of the big guns until
the morning of June 23. The time was
passed usefully in improving the train-
ing of the men about those things that
may be a word for them if you must hold
us up to the world's eyes. They are good
fellows, my boys, strong fellows. Most
of them are quite young, though most are
married and are raising rosy cheeked
babies to grow up for Germany's glory.
They are all fine mechanics and full of
pep. What do you say?"

"On the morning of June 23 we
turned westward in the North Sea and
headed straight for the British Channel.
Somewhere here and there we went all the
way around Scotland. Nonsense! Why
should we? It was easy enough to fool
the British, and going through the chan-
nel was child's play.

"What were your best aids to naviga-
tion, Captain? How did you figure out
your safe progress under sea?"
"The microphone and our device for
taking soundings while submerged did
the trick. Everybody understands these
days what the microphone is. The un-
dersea telephone so delicate that it catches
and records the vibrations of any bulk
moving upon or under the waves. We
have two microphones on the Deutsch-
land, one on the port, one on the star-
board side. One of us, an officer if pos-
sible, kept an ear always to the trans-
mitter. When we heard disturbing man-
ners through our little eavesdropper we
stopped dead still, maybe, or went ahead
very slowly.

"Sometimes we dropped to the sea
floor and kept as still as a mouse until
we could figure out what the menace
was. Sometimes we merely dropped fifty
feet or so beneath the surface and
anchored in that position, succeeded be-
tween the surface and the bottom. The
microphones warned us of cruisers and
destroyers and sometimes of buoyed
mines."

Secretly Avoided Mine Fields.

"About those mines," somebody cut in;
"we have heard that the channel is sown
with them, that is, that the British are
across the Straits of Dover. Weren't
you bothered by those mines? How did
you dodge 'em?"

"You couldn't say like to know, now,"
laughed Koenig. "It is a secret, our
method for avoiding mine fields, but this
much I can say—we Germans know a
trick to beat the mine danger, and I
used it in my raid across the channel."

"The Deutschland was four days going
through the Channel, not so much be-
cause four days were required for this
sort of the voyage as because Koenig
was leaving nothing to chance. He made
haste very slowly. Here the sounding
device came into excellent play.
"We were never sure of our depth,"
he said. "We took soundings quite
often even when submerged. It was quite
simple. There is a tube which projects
from the Deutschland's bottom and
through this tube we heave the
lead. By a system of valves we prevent
water entering the hull while the sound-
ing device is being used. But this is
talk. Let me tell you about our hap-
pily evening."

"The tale of the champagne party
came out, the tale of the champagne
snug and close upon the Channel floor,
singing in their own tongue the song
that Blanche King made famous, sipping
the wine of the champagne. The de-
stroyers prowled overhead and stabbed
the sea surface with searchlight glances.
Who has beaten that in fiction?"

"And we felt that was the end of
"We were the finger ringed, bell toed
boys, and we didn't care a damn for all
the British ships of the Channel patrol."

Men Stood Four Hour Watches.

Rid of the perilous straits finally the
Deutschland breasted the Atlantic rollers
and proceeded upon her business (to be-
lieve Koenig, utterly uninteresting busi-
ness). Officers and crew had plenty of
time on their hands. The long days and
nights were divided into four hour
watches, shifts on duty for four hours,
sure for the duty and sleep of course
four, and so on. Incidentally they kept
vigilant watch for enemy craft—any
craft.

Koenig, who knows New York as well
as he knows Bremen, says the North Sea
and the Channel were as crowded as
Broadway and at night about as garishly
lighted with those detestable destroyers
playing tag all over the waters with their
searchlights. A lot of times he poked
the periscope clear and sighted looming
ships just in time to dive without being
spotted. But there were dull hours.

"How did you folks amuse your-
selves?" he was asked.
"Mostly," he said, "with the phono-
graph. Every submarine carries a phono-
graph. It is as much of the submarine's
equipment as a periscope. We kept it
going pretty much all the time, of course
when there was no special danger in
enjoying music), and we had a fine lot
of records, though the American re-
cords were not so good as the British. We
had con songs records, Broadway mus-
ical comedy records (and we were the
real, sure enough, tired business men),
and operatic records. The skipper and I
enjoyed most was a song from "Peer
Gynt." The strains of Peer have seeped
out through waves that beat all the
way from Bremerhaven to Baltimore."

They Liked Bret Harte Best.

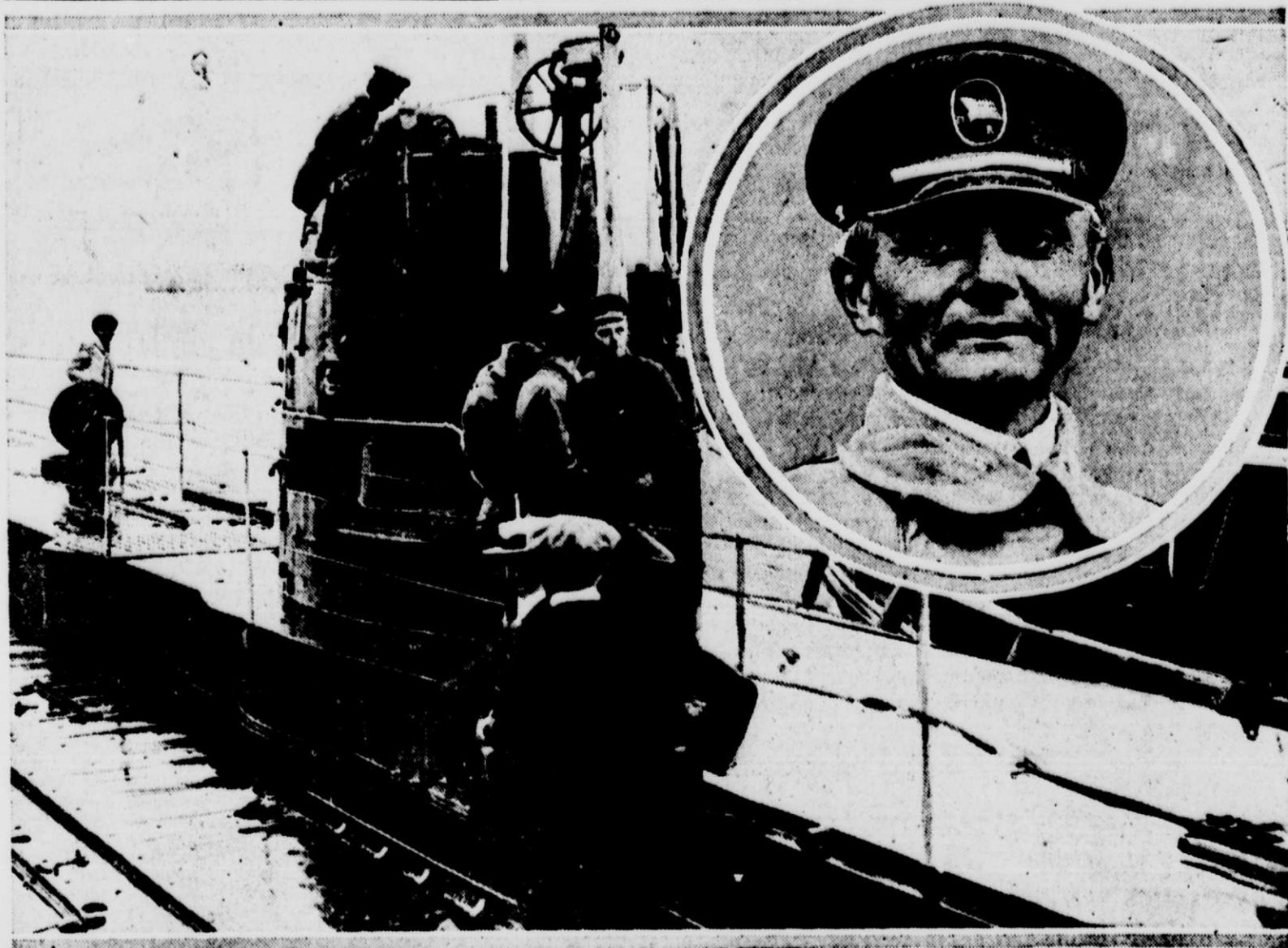
"Have any time to read, Captain? Did
the ship boast of a library?"
"You bet it did," he replied. "We have
a fine little library of German, Amer-
ican, English and French books. But
what do you suppose the boys read
most—seemed to like best?"
"Give it up, Captain. There are no
precedents for your outfit."
"Bret Harte. We had several of him—
"Tennessee's Pardner," said some of those
stories about that fine gambler man,
and that was his name. We had a lot of
them and we read Shakespeare and Mark
Twain."

"What books of Mark Twain did you
have?"
"Innocents Abroad," said the skipper,
ticked at his little joke. "We had two
some of the good British writers—W.
J. Jacobs, who writes those funny
things about the sailor, and Dickens
and some others."

CAPT. PAUL KOENIG AND THE TRANSOCEANIC SUBMARINE DEUTSCHLAND

THE pioneer in undersea merchant craft is here shown moored to her pier at Baltimore. The conning tower, from which her movements are guided, is not unlike those of naval submarines. Part of the

Deutschland's crew is shown on deck, and a strict guard is maintained to prevent any persons save those vouched for by Capt. Koenig or the owner's agents getting aboard the vessel.



Copyright by G. V. Buck, from Underwood & Underwood.

Capt. Koenig's photograph copyright by Central News Photo Service.

forced to dive. In the entire 3,800 miles
only ninety miles was under surface
going. This ninety miles was logged
as straight progress and did not include
the times the Deutschland simply went
below and sat on her hunkers, staying
there until she was sure the location
for a nice, fat, quite helpless submarine
to risk sun or moonlight. There never
was a close call.

"Not one time in the whole trip were
we seen by a warship," explained Capt.
Koenig, and I very much doubt
that as many as half a dozen merchant
ships spied us. We of course saw
scores of craft. The very last one we
sighted was thirty miles off the Virginia
Cape, a big white fruit boat rolling
home from Jamaica. Suppose, we saw
her just as we went under for our final
dive. When we came up again we were
half the three mile line and could
look up the street without fearing that
British policeman."

The Deutschland submerged less than
twenty times from Bremerhaven to
Norfolk. Six times in the North Sea
she reckoned her position as the better
part, six times in the British Channel
and six times in the Atlantic. Once in
the channel she clung to the sea floor
for ten hours. She can stay down four
days, if necessary. She can resist the
terrible pressure of 300 feet of water
for ten days.

Koenig's eyes gleam with pride when
he sets forth the accomplishments of his
long, gun metal colored unterseeboot.
The man discusses her as if she were
human.

"3,800 Miles on 85 Gallons."
"How about your oil supply?" he was
asked. "Wasn't that the big problem?"
"How did the oil last?"

"Listen," he said. "We took 180 tons
of fuel oil when we left Bremen. We put
out from Bremerhaven. There are four
in the tanks just ninety-five gallons.
We logged 3,800 miles on eighty-five
tons of fuel, running often at 14 knots
speed. There you have it. The German
science has conquered the fuel problem
as it is expressed on terms of great
distance."

"We are building for trade with the
neutral countries great submarines that
will go 12,000 miles without replenish-
ment of fuel supply, that will carry
1,000 tons of cargo. We have 1,000
tons of fuel, several of these
boats are now building. The next one to
come to this country will be named the
Deutschland. It will reach New York
within eight weeks. I may not
reveal just when or just where she will
be heard from on this side, but what I
can say is that she will be taken as a fact."
"My boat has come with me," he said.
"The next ones to come will be better. We
have brought a cargo of dyestuffs
worth \$125,000, and valued at
\$1,000,000. monthly. We had 200 tons
more than 200 tons of cast iron ballast
because we could not get enough cargo
of heavy nature. Dyes are not weighty."

"How were you off for the creature
comforts, Capt. Koenig? Did you have
plenty of good food and water?"
"Ample for three or four big meals a
day. All of our food was in the form
of bread, meat, fruits, vegetables. We took
twenty tons of water that kept pretty
fresh for several days. We had a lot of
stuffs, particularly when we thought it
best to keep out of sight for some hours
at a time."

"Brought Only Embassy Mail."
Capt. Koenig said the Deutsch-
land brought dyestuffs only and that
strictly speaking, she carried no mail.
He was entrusted with three large bags,
one from the German Empire and one from
Washington. These he had understood
contained messages from the Foreign
Office. Koenig had turned them over
to Hans von Heimhausen, counselor
of the German Embassy, who came here
to-day as the representative of "K. V. B."
(Von Bernstorff, the Ambassador).

He had been talking this evening in the
German Lloyd office conducted by
P. H. L. and H. G. Hilken, one of whom
had been to Washington this afternoon
that he might talk a little too much.
They didn't need worried. He was
quite a picture, this new style mariner of
the sea. He was a little more than
6 feet 7 in. in his sea boots the
eye is at fault, but he had good square
shoulders and sturdy legs. There isn't an

ounce of useless flesh on him. He is as
hard as rocks, and the sun has leathened
his skin to the hue of terra cotta. His
head is big, expanding at the top rather
oddly and making his chin and the whole
lower part of his face seem to run to a
kind of point. He wears no beard or
mustache.

Kept Away from the Germans.

The Hilkenes had steered Capt. Koenig
from surging crowds of German folk, a
few of whom were trying to get him to eat
or drink more than was good for him, and
dinned his ears with their congratula-
tions. When the reporters got him finally
he was almost in the mood to submerge
himself. So far he is the only one of the
Deutschland's company that has had
any publicity. The others are kept under
the tightest of the others until Wednes-
day. They are the keepers a mighty
close guard on the Deutschland.

She now lies on her private pier at
Locust Point, within a few rods of old
Fort Mifflin. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of her bulk
above the water level and the rest of
her remains submerged by her weight.
Her conning tower is spacious and is
located about the center of her deck.
She carries two six-cylinder Diesel
engines. Under deck, fore and aft,
are two storage rooms for freight that
must not be exposed to dampness, but
the bulk of her freight is to be carried
in the bulge of her sides, alongside
the conning tower. They that have been
granted the privilege of viewing her
must be exposed to dampness, but the
view is worth the exposure. She is
dull black, of about the shade of gun
metal. Perhaps ten feet of